Reduce Congestion and Repair Central Tri-State Tollway (I-294)

April 24, 2017
Tri-State Tollway (I-294) Corridor Overview

Workhorse of Tollway system
Integral to state and region’s economy
Central to transportation network
Major freight corridor
Worst congestion delays on 292-mile Tollway system

Presented by Aimee Lee on April 24, 2017

Source: CDM Smith
Current Central Tri-State Congestion

A.M. Peak

P.M. Peak

CONGESTION
NONE  LIGHT  MODERATE  HIGH  SEVERE  CRITICAL

Source: CDM Smith
Central Tri-State Tollway (I-294) Corridor

95th Street to Balmoral Avenue
22 miles

Originally constructed in 1958

Segments of original pavement and structures

Patchwork pavement repairs

Currently 4 lanes, 13 interchanges, 2 oases and 5 toll plazas

Original $1.9 billion reconstruction project part of Move Illinois Program, anticipated for 2020 to 2022

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## Current Central Tri-State Plan

### Move Illinois Program

<table>
<thead>
<tr>
<th>2 years and $1.9 billion</th>
<th>Congestion relief unresolved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bring the corridor to a state of good repair</td>
<td>Choke points, bottlenecks and daily backups remain</td>
</tr>
<tr>
<td>22 miles of removal and replacement of old pavement</td>
<td>Reconstruction insufficient for current and future travel needs</td>
</tr>
<tr>
<td>Improve Mile Long Bridge and BNSF Bridge</td>
<td>Unaddressed needs of adjacent communities</td>
</tr>
<tr>
<td></td>
<td>Unable to achieve long-term value from $1.9 billion investment</td>
</tr>
</tbody>
</table>

Presented by Aimee Lee on April 24, 2017
Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.

Source: Draft Central Tri-State Master Plan

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Changes Save Commute, Save Time, Reduce Congestion

**DAILY COMMUTER - TOTAL HOURS** *(A.M. Northbound and P.M. Southbound)*

<table>
<thead>
<tr>
<th></th>
<th>Today</th>
<th>No Widening</th>
<th>Recommended</th>
</tr>
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<tbody>
<tr>
<td><strong>A.M. NORTHBOUND</strong></td>
<td>approx. 190 hours</td>
<td>approx. 460 hours</td>
<td>approx. 220 hours</td>
</tr>
<tr>
<td><strong>P.M. SOUTHBOUND</strong></td>
<td>approx. 64 minutes</td>
<td>approx. 31 minutes</td>
<td>approx. 26 minutes</td>
</tr>
</tbody>
</table>

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Source: Draft Central Tri-State Master Plan
Solution – Recommended Alternative

Everything in the Move Illinois Central Tri-State Program and More

- Integrate Flex Lanes
- Implement SmartRoad technology
- Widen where needed
- Reconfigure and improve I-290/I-294/I-88 Interchange to address bottleneck and congestion
- Improve I-55 Interchange to alleviate congestion
- New Interchanges to improve local access
- Address local concerns regarding noise, aesthetics and quality of life
- New truck parking and freight access opportunities
- Regional stormwater improvements
- State of good repair corridorwide

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Benefits of Recommended Alternative

25% - 55% shorter peak travel times

Travel speed increases from 24 mph to 45 mph during peak periods

Increase safety and reliability

Flex Lane to improve operations and safety

Provide for transit option

Robust power and data to support future technology
Regional Benefits of Recommended Alternative

$330 million annual savings from reduced travel delays

Create or sustain as many as 43,000 jobs

Support regional transportation solutions

Opportunities for economic development throughout the corridor

Partnership opportunities with local agencies and communities

Provide local road congestion relief

Freight solutions for industry growing needs

Reduced delays in freight movements and increased reliability

Regional stormwater solutions for economic development

Presented by Aimee Lee on April 24, 2017
Major System Interchange Improvements

Presented by Aimee Lee on April 24, 2017
### Project Financing

<table>
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<tr>
<th>Amount</th>
<th>Source</th>
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<td>$1.9 billion</td>
<td>Original allocated amount in <em>Move Illinois</em> Program</td>
</tr>
<tr>
<td>$0.16 billion</td>
<td>Revenue in excess of what was expected for 2013 through 2016.</td>
</tr>
<tr>
<td>$0.24 billion</td>
<td>Additional revenue provided based on current projections from 2017 through 2025 relative to estimates made at the start of <em>Move Illinois</em>.</td>
</tr>
<tr>
<td>$0.28 billion</td>
<td>Less debt service costs for <em>Move Illinois</em> for 2012 through 2023 than planned in 2013.</td>
</tr>
<tr>
<td>$0.12 billion</td>
<td>Revenue expected to be generated between 2018 and 2025 via a new v-toll fee which will encourage transponder use and improve toll collection efficiency.</td>
</tr>
<tr>
<td>$1.3 billion</td>
<td>Additional bonding in 2023 and 2024 allowed because of incremental revenue from additional lanes on the Central Tri-State, v-toll fee and lower debt service for bonds already issued. Tollway debt service coverage will remain above 2.0 for all years.</td>
</tr>
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$4 billion *(with no toll increase)*

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Next Steps

• Board discussion and approval
• Procure design contracts
• Establish community and stakeholder working groups
• Continue individual community briefings and coordination and public outreach
• Coordinate with railroads, utilities, businesses and other agencies
• Continue to collaborate with partners on major system Interchanges
• Advance work to begin as early as 2018
THANK YOU